

MOTORING

BY HOWARD S. FISK.

ALL touring is exceedingly popular, reports the American Automobile Association bureau which serves the entire country, for at this time of year the trunk roads are in as good or better condition than in any other season, particularly as the principal road work in process in the spring and summer is largely completed.

In the west, the Golden Gate route, which extends from Kansas City through Topeka, Abilene and Oakley to Denver, has been put in excellent condition, and as the shortest route between Kansas City and Denver it is being traveled more than ever before. The most important single improvement in the northwest has been the elimination of the steepest grades, and also the rough road that formerly existed through Snoqualmie pass in the Cascade mountains. By the reduction of this grade and the improvement of the surface, trips between Spokane, Seattle

ber of Commerce has voted that the exhibitions in January shall be invitation affairs to which will be invited such concerns in the motor car and accessory industry as can be cared for properly.

Allotment of space will be confined to members of the N. A. C. C., and subject to the rules of that organization, to members of the motor and accessory manufacturers, the Motor Cycle Manufacturers' Association and the Electric Vehicle Manufacturers' Association, and to such other persons and companies as may be formally invited by the management to participate.

The fifteenth annual shows will be held in New York at Grand Central Palace, January 2 to 9, and in the Coliseum and 1st Regiment Armory at Chicago, January 23 to 30. S. A. Miles, manager of the exhibitions, is now sending invitations and application blanks to the leading manufacturers and announces that all applications for space must be in hand by October 3 to participate in the first allotment. The drawings for space for both shows will take place at the offices of the N. A. C. C., Thursday, October

8, in connection with the semi-annual meeting of that organization. With an increased number of companies making motor cars, accessories, motor cycles and electric vehicles, the New York shows this winter promise to be bigger and of greater interest to the trade and public than ever before.

Ford Deliveries.

Among the recent purchasers of Ford cars in this city are:

Tourings to M. V. James, G. P. McGee, R. H. Brown, O. D. Hyler, A. G. Buehler, N. E. Farr, W. B. Binger, P. Davis, E. D. Hargett, G. W. Ramsey, A. W. Singleton, M. F. McGraw, W. L. Campbell, Rev. J. H. Neils, W. B. Kilpatrick, Dr. William E. Whitson, R. C. Parker, Frank Wagner, Dr. J. Stewart, T. W. Rose, M. L. Squire, Z. E. Chappellear, Robert Owens, J. D. Robertson, Ernest Bohannon & Co., J. W. Beale, George Carpenter, A. W. S. Hicks, T. M. Fendall, E. M. Drake, M. B. Perry, John W. Pearson, E. C. Pusey and A. A. Anderson.

J. Carmody, W. H. Harrison, W. A. Hall and Mrs. A. T. Thompson.

Delivery wagon to L. E. Tait.

Returned From Wilmington.

Mr. and Mrs. Joseph A. Berberich and family returned last week from Wilmington, Del., where they spent several days. While there they took in the state fair, which was in progress. The trip was made in Mr. Berberich's new Mitchell "Six" touring car.

Back From New Hampshire.

Joseph M. Stoddard of the Cook & Stoddard Company is back at his desk again, having returned from West Springfield, N. H., where his family spent the summer.

Motored From Detroit.

C. M. Dow, Washington Humble representative, drove one of the 1915 models from Detroit to this city last week. Leaving the factory at Detroit, he drove the demonstrating car over

the road to Cleveland, thence to Pittsburgh, Cumberland and Frederick, arriving in Washington via the "short route" from the latter town. He was accompanied by Mrs. Dow on the trip, and at Cumberland was joined by Harry Ward of this city. No trouble of any kind occurred to mar the pleasure of the several-hundred-mile trip. Both Mr. and Mrs. Dow were delighted with the trip and the performance of the new car.

Long Tour Ended.

Mr. and Mrs. Charles E. Miller, who have been enjoying a six-week tour in their Ford car through the New England states, Canada and the middle west, have returned home.

Reo Deliveries.

Nineteen-fifteen Reo touring cars were delivered during the past week to J. H. Fisher, E. F. Johnson, H. J. Adams, Prof. F. B. Littell, Dr. William G. J. Thompson and Ralph Kirkman.

Improving Slowly.

Rudolph Jose, who has been confined to his home with an attack of hay fever, is slowly improving. He resumed his duties at his office a few days ago.

Studebaker Deliveries.

Recent purchasers of Studebaker cars include Dr. W. H. Heron, H. C. Bailey and John Sullivan.

Building Good Roads.

Increased activities in the building of good roads through the states of Missouri, Mississippi, Louisiana and Kansas has resulted in a surprising demand for motor cars in that section, according to L. E. Rood, district manager for Dodge brothers.

Mr. Rood, who has just returned from a trip through the southwest, states that rapid strides have been made in promoting the good roads movement, and this is having an important effect on the sale of automobiles.

No Contraband Goods.

The interview in the press which quotes the German ambassador as stating that the Studebaker Corporation was shipping contraband goods to England was called to the attention of A. R. Erskine, first vice president and treasurer of the company, who said that his company had not shipped any of its products, either directly or indirectly, to any of the belligerent countries since the war started. He said, however, that if his company should sell goods in the United States which might later find its way to belligerent countries, such action would not be open to censure under the terms of the neutrality proclamation issued by the President.

Hudson Deliveries.

Recent purchasers of 1915 Hudson light "six" touring cars include the following: Dr. E. Thompson, Capt. H. Jewett, J. P. Laughlin, Dr. L. F. Davis, Representative L. C. Cramton, Dr. Clarence J. Owens, David W. Gould, Mrs. Harry Bradley, John L. Warren, William M. Kennedy, E. L. Stock, C. A. Mason, Dr. J. W. Shaw, Secretary of Commerce William C. Redfield, H. W. Bunn and Gilbert H. Grosvenor. Roadsters of the same type have also been delivered to Raphael Semmes and W. T. Ellis.

Studebaker Deliveries.

A Studebaker touring car was delivered yesterday to Lieut. Commander Thomas Richardson Kurts, U. S. N., and a delivery wagon of the same make to George M. Oyster, jr.

On Visit to National Capital.

A. S. Fisher, territory representative of the Studebaker Corporation, spent the week end in this city as the guest of the Commercial Automobile and Supply Company. Mr. Fisher has been traveling through the Old Dominion in the interest of his company. He left last night for Philadelphia.

Wins Second Honors.

At the recent Brighton Beach races a Chevrolet car, driven by L. Cain finished in second place in the fifty-mile free-for-all event, which was won by Ralph de Palma, piloting his Mercedes racing car. In the forty-fifth mile the Chevrolet led the string of contestants.

SIXTEEN HUNDRED MILES OVER GOOD AND BAD ROADS

F. D. Johnston Back From Trip to Western Ohio, Made in His New Reo Car.

F. D. Johnston has returned in his new Reo car from a 1,600-mile trip to western Ohio, over roads of every imaginable

character. Leaving this city August 15, he motored to Rockville and Ridgeville, and thence via the old National road to Hagerstown and Cumberland, Md.

He crossed the Allegheny mountains and headed for Wheeling, W. Va., having several bad stretches in between. The mountain climbs, he says, were from two to five miles high with innumerable bad hills before reaching Wheeling. He says further of his trip: "At the end of the second day's run my enthusiasm was at rather low ebb and my tires well on their way to the junk pile."

He continued the trip on from Wheel-

ing, leaving the National pike. At the end of the day he arrived at Newark, Ohio, over fair-to-good roads, having driven about thirty miles out of the way during the day's run. A sixty-mile run the following morning over good macadam roads and gravel pike of western Ohio brought him to his destination.

On the return trip he avoided the southern route and swung north from Dayton, Ohio, and followed the Lincoln highway much of the distance. He found the roads in much better condition.

He was delighted with the way his car carried him through the entire trip. Excepting considerable tire trouble, no mechanical trouble developed.

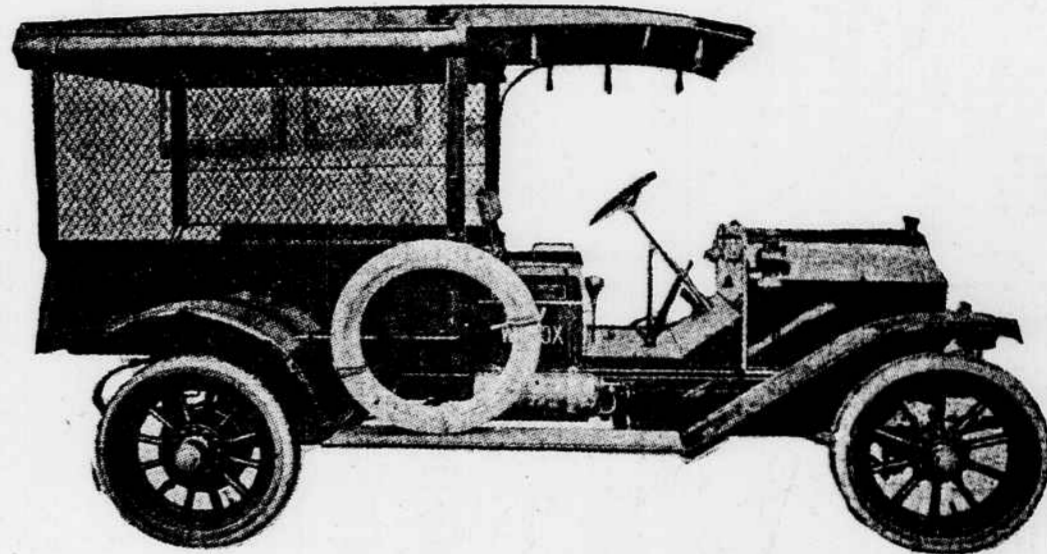
Announcing THE "BABY WILCOX"

The latest addition to the celebrated line of

WILCOX TRUX

Famous throughout the commercial world as pioneers and leaders in the manufacture of 1, 2 and 3 ton motor vehicles of unquestioned merit.

The WILCOX QUICK DELIVERY is being placed on the market in response to numerous and repeated demands on the part of users of our heavier trucks for a vehicle of this type.



The manufacturers of this car are not in the pleasure car business, and we wish to emphasize that what we are offering is not a rebuilt pleasure car. The usual pleasure car gear ratio is not practicable for truck purposes. Our Quick Delivery gear ratio of six to one, with the long-stroke motor (5-inch) gives wonderful pulling power.

Everybody knows that the speeding of motor trucks and cars has much to do with high maintenance cost. This evil, to which the rebuilt pleasure car is constantly subject, we have guarded against in our delivery car by equipping with a device that automatically governs the speed.

The car is equipped with a new Continental model known as the "little big" motor. The motor has throughout exclusive "hard-service" features of its own, such as extra large wearing surfaces, big bearings for long life, very light reciprocating parts, and is well balanced, so that smooth running is assured.

Gear ratio, control of speed, the power plant, tires, fuel consumption, accessibility for driver, conveniences in loading and unloading are points that have been considered in designing this Wilcox Quick Delivery, which, together with its excellent adaptability for hard service, combines grace and beauty.

We have on our floors one of these cars equipped with a covered screen body, and are in a position to demonstrate this car at any time or place and will gladly furnish any data, information or estimates desired.

We solicit an opportunity to bring to your attention the fully equipped SERVICE DEPARTMENT of this establishment, which for years has enjoyed an enviable reputation for prompt and efficient attention to all of the requirements of our patrons.

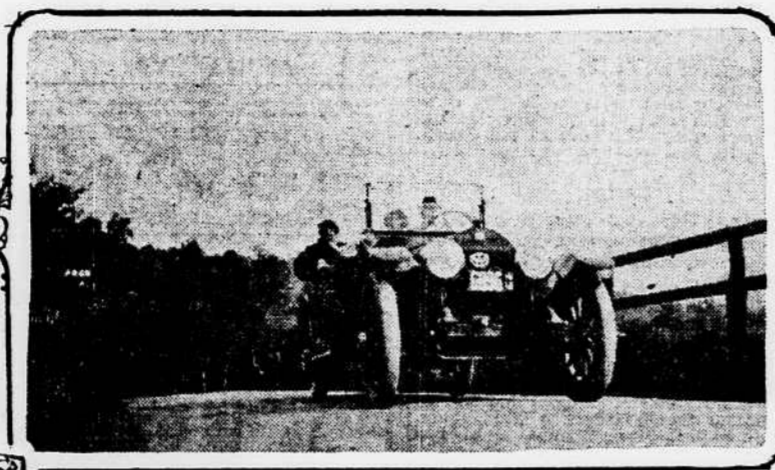
The Congressional Garage Co.,
628 Penna. Ave. S.E.,
Agents for

WILCOX TRUX

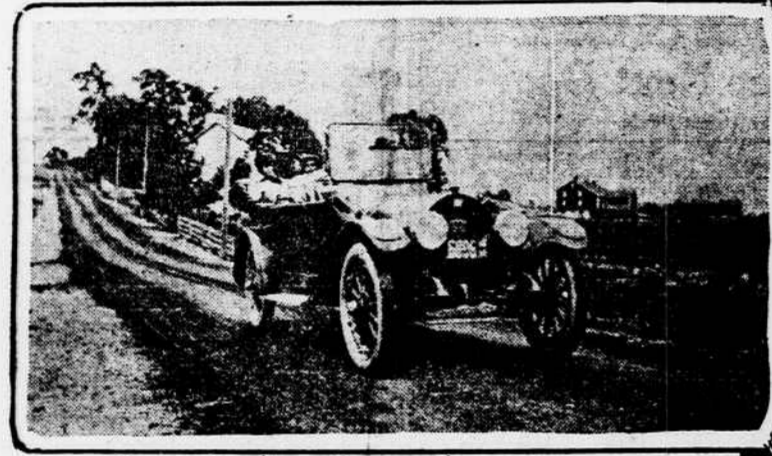
FOUR-DAY MOTOR TRIP THROUGH WESTERN MARYLAND.



WHERE THE ROAD ENTERS CUMBERLAND



ON THE CREST OF THE ALLEGHENY MTS.



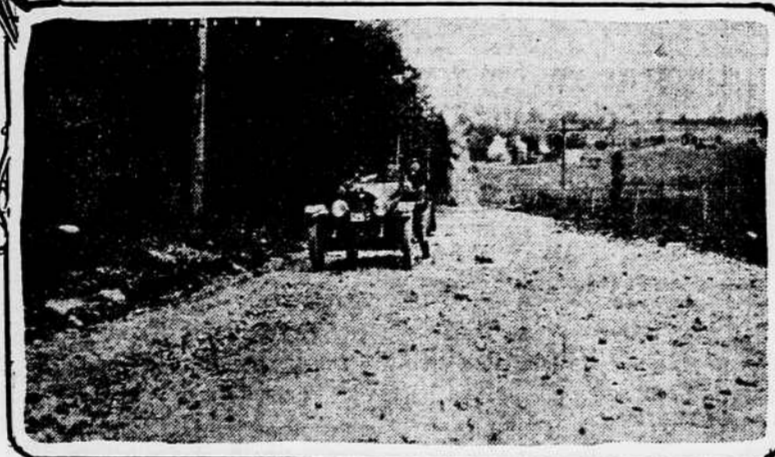
ONE OF THE OILED SECTIONS



MILE AFTER MILE LIKE THIS



BOATING PARTY AT MT. LAKE PARK

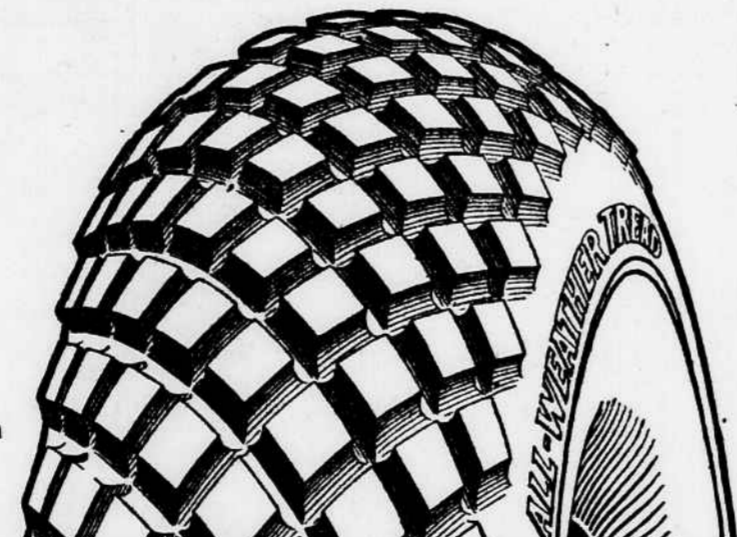


ROCKY STRETCH NEAR FROSTBURG

Your Enemies as a Tire User are

Rim-Cuts
Blow-Outs
Loose Treads
Punctures
Skidding

Note How we Combat them in
No-Rim-Cut Tires



Needless Tire Troubles

Rim-Cuts—the chiefest tire troubles—are utterly needless. They are ended completely—in a faultless way—in Good-year No-Rim-Cut tires.

Blow-Outs, in large part, are due to wrinkled fabric. Our "On-Air" cure eliminates this cause. This exclusive Goodyear process costs us \$1,500 daily.

Loose treads we combat by a patent method. Hundreds of large rubber rivets are formed in each tire, reducing this risk 60 per cent.

Punctures are minimized in our All-Weather tread. It is tough and double-thick.

Skidding is best combated by this same exclusive tread. The grips are sharp, deep, resistless. Yet the tread is flat and regu-

lar. It runs as smoothly as a plain tread.

Save These Losses

Save the avoidable troubles. Get all the safety, strength and mileage that you can. Then you have the utmost in a tire.

That is what Goodyear gives you. In the five ways cited, no other maker offers what we give.

The result is that Goodyear leads. No other tire commands such prestige or such sale.

And our matchless output enables prices which few makers meet.

GOOD YEAR
AKRON, OHIO
No-Rim-Cut Tires
With All-Weather Treads or Smooth

Tires are not alike. Only one tire made offers these great Goodyear features. Get it. Learn what it means to you.

THE GOODYEAR TIRE & RUBBER COMPANY, Akron, O.

Any Dealer can Supply you Goodyear Tires. If the wanted size is not in stock he will telephone our Local Branch.

New Chalmers Prices

"Light Six" Touring Car

(Model 26-B)

\$1650

(F. O. B. Detroit)

Chalmers Motor Company, Detroit

Zell Motor Car Company,

1405 H Street,

Washington, D.C.

and Portland soon can be made with a great deal less trouble than heretofore, and without the danger of breakage that formerly existed on the Snoqualmie pass line.

The wonderfully scenic route along the Columbia river from Portland to The Dalles is also well under way, and can be considered as complete for the heavy travel to the Pacific coast in 1915. This road avoids such grades as exist on Snoqualmie pass by following alongside the picturesque Columbia river. Next year tourists from Montana points and east will have the option of running to Portland via Spokane, Snoqualmie pass, Seattle and Tacoma, or down from Spokane to Walla Walla, and thence west through The Dalles to Portland.

Two California Routes.

Tourists running west from Albuquerque this fall have a complete choice of two routes the balance of the way to southern California. Formerly practically all the travel used the "Trail to Sunset" from Albuquerque through Phoenix and Yuma to San Diego and Los Angeles, but work done during the past year has opened up and made practically safe the upper and shorter line from Albuquerque through Holbrook and Flagstaff, crossing the Colorado river at The Needles, and thence almost direct west into San Bernardino and Los Angeles—a much shorter route than the "Trail to Sunset." Tourists making the round trip between Albuquerque and southern California during the winter months may, with advantage, go on one of these routes and return on the other.

Recent developments on the route from Roanoke, Va., through Bristol and Knoxville to Chattanooga give the assurance that this line will be open to through travel with few handicaps beginning in 1915. When entirely complete, and as connections are supplied from Chattanooga through Roanoke to New Orleans, this will make the shortest and most strategic route between New York-Philadelphia and New Orleans. Great improvements are being made, particularly by the counties on that part of the route between Bristol and Chattanooga.

Travel from the central states to the Georgia and Florida east coast usually comes down from Indianapolis to Louisville, Nashville, Chattanooga, and thence from Atlanta either to Augusta and Savannah or to Macon, Valdosta, and Jacksonville. While there are some rough stretches, particularly on the Louisville and Nashville pike, this route is being used more than ever before, and will within the next two or three years carry an amount of travel comparable only with that between the north and south seaboard states.

1,000 Cars a Day.

A thousand cars a day for 306 days, excluding Sundays and holidays, this constitutes the "working year." This is the production schedule of the Ford Motor Company. That is a production of 306,000 cars for the year, as announced yesterday by the company.

Annual Auto Shows.

Because of the number of applications, that are far in excess of the available space at the national automobile shows in New York and Chicago, the National Automobile Cham-